

PLANNING COMMISSION REPORT



MEETING DATE: June 29, 2005

ITEM NO. _____ GOAL: Coordinate Planning to Balance Infrastructure

SUBJECT Sandalo Townhomes - 3-GP-2005 and 5-ZN-2005

REQUEST Request to approve:

1. A non-major General Plan amendment from Office to Urban Neighborhoods on a 2.19 +/- acre parcel located at the northwest corner of 70th Street and Cochise Road (6940 E. Cochise Rd).
2. To rezone from Service Residential District (S-R) to Multi-family Residential District (R-5) on a 2.19 +/- acre parcel located at the northwest corner of 70th Street and Cochise Road (6940 E. Cochise Rd).

Key Items for Consideration:

- The proposal changes the land use from office use to high-density residential use.
- The proposed building heights allowed by the proposed zoning district will increase from 18 feet to 36 feet.
- Impacts to traffic, infrastructure, and other services will be negligible.
- There is no known opposition.

Related References:

- Case 127-ZN-1985 rezoned this property from Single Family Residential District (R1-35) to Service Residential District (S-R)

OWNER Win Co Enterprises LLC
480-838-6060

APPLICANT CONTACT John Berry
Berry & Damore, LLC
480-385-2727

LOCATION 6940 E Cochise Rd

BACKGROUND

General Plan.

The General Plan Land Use Element designates the property as Office. The Office designation includes a variety of office uses, and provides mixed-use opportunities when located between commercial and residential neighborhoods. The commercial area to the north is designated Commercial, the office areas to the east and west are designated Office, and the multi-family area to the south is designated Urban Neighborhoods. The Urban Neighborhoods designation includes areas of multi-family dwellings having a



density usually more than eight dwellings units per acre.

Zoning.

In 1985, this property was rezoned from the Single Family Residential District (R1-35) to Service Residential District (S-R) for the development of an office complex (Case 127-ZN-1985). The S-R District allows professional offices having a residential scale and character to serve nearby residential and commercial areas. The S-R district is designed to be a transitional zone used to buffer low density residential uses from more intense land uses and heavily traveled streets.

Context.

This property is currently vacant and is located at the northwest corner of 70th Street and Cochise Road, and the larger Shea Boulevard/Scottsdale Road area has a variety of commercial and residential uses. The site is an infill parcel surrounded by commercial and office uses to the north, east, and west, and multi-family residential uses to the south. Shea Boulevard is located approximately 270 feet to the north, the YMCA community center is located approximately 350 feet to the northwest, and Chaparral High School is located approximately 750 feet to the south.

The surrounding buildings have one or two stories, with heights ranging from 18 feet to 28 feet. The condominium development to the south of the site has a density of 10.8 units per acre, and the condominium development to the southeast of the site has a density of 17.6 units per acre.

Surrounding Area

	Land Use	General Plan	Zoning	Heights
North	Commercial	Commercial	C-2	20-28 feet
East	Office/Commercial	Office	C-O	18-20 feet
South	Multi-Family	Urban Neigh.	R-3	20-26 feet
West	Office/Commercial	Office	S-R	18 feet

APPLICANT'S PROPOSAL

Goal/Purpose of Request.

This is a request to develop vacant property into a multi-family residential development. This application has two parts:

1. **General Plan Amendment.** The proposed change in the General Plan from Office to Urban Neighborhoods is necessary for rezoning consideration to allow three-story multi-family residential development on this property.
2. **Rezoning.** The proposed rezoning from Service Residential District (S-R) to Multiple Family Residential District (R-5) is also necessary to allow the proposed three-story multi-family residential development on this property. The applicant proposes 52 units in a three-story residential complex. Access will be provided from Cochise Road at an existing driveway shared with the adjacent property to the west, and a secondary exit-only access will be provided using a driveway shared with the adjacent property to the north.

Development information.

- *Existing Use:* Vacant
- *Parcel Size:* 2.19 net acres; 2.78 gross acres
- *Density Allowed:* 63 units (23 units per gross acre)
- *Density Proposed:* 52+/- units (19 units per gross acre)
- *Building Height Allowed:* 36 feet
- *Proposed Building Height:* 36 feet (3 stories)

IMPACT ANALYSIS

Land Use.General Plan

The proposed General Plan amendment replaces the 2-acre Office designation with an Urban Neighborhoods designation, and extends the existing Urban Neighborhoods area to the south. The Urban Neighborhoods designation includes areas of multi-family dwellings/apartments having a density usually more than eight dwellings units per acre. These higher densities are generally located near commercial centers, and care must be taken to minimize impacts on other residential areas and traffic.

This proposed amendment eliminates the potential for office uses at this site. A change from an office to a residential focus on this 2-acre property is relatively small and is not anticipated to have a significant economic stability impact. Also, both office and multi-family residential uses provide similar roles of transitioning from the higher intense commercial uses to the north to the residential areas to the south.

The proposed amendment conforms with the applicable guiding principles of the General Plan by adding residential opportunities that will help support nearby commercial centers, by providing land uses compatible with the area, and maintaining a transition between higher intense commercial uses and residential uses.

Zoning

The rezoning to the Multiple Family Residential District (R-5) provides a residential component that will help support the nearby commercial centers as well as a transition from the commercial uses to the north to residential area to the south. The proposed building heights will exceed the heights of the tallest buildings in the surrounding developments by 8 to 18 feet. However, the 36-foot height is consistent with allowable heights of the C-2 to the north and C-O District to the east, and no negative impacts are anticipated. The proposed density of 19 units per acre is greater than the density of the developments to the south and southeast, however a higher density is not incompatible with the adjacent commercial uses to the north.

Zoning Comparison

District	Land Uses	Building Height	Density Allowed
S-R	Office and residential	18 feet	35 units (12.5 units/ac)
R-5	Dwelling unit(s)	36 feet	63 units (23 units/ac)
Proposed Project	Multi-family residential	36 feet	52 units (19 units/ac)

Traffic.

Access to the site will be provided from Cochise Road at an existing driveway shared with the adjacent property to the west, and a secondary exit-only access will be provided using a driveway shared with the adjacent property to the north. The developer is stipulated to construct the half-street improvements to Cochise Road in conjunction with any develop on this property.

Approval of this rezoning from Service Residential (S-R) to Multi-family residential (R-5) to allow the development of 52+/- town homes will result in an estimated 368 daily trips. This represents a decrease of 141 daily trips if the site were developed as general office under the existing zoning, and a decrease of 665 daily trips if the site were developed as medical office under the existing zoning. A traffic study was prepared for the proposed development plan under the City's TIMA process (see summary, Attachment #7). Traffic conditions were analyzed for horizon years of 2006 and 2010. The site driveways will operate at Level of Service A during the a.m. and p.m. peak hours. The intersection of Shea Boulevard & 70th Street will operate at level of service C or better during the 2006 and 2010 conditions with and without the addition of the site-generated traffic. No significant traffic issues were identified.

Water/Sewer.

There do exist water and sewer lines adjacent to the site that are adequate to serve the proposal, and the developer is responsible for extending necessary services to the site.

Police/Fire.

Police facilities are located within four miles of this property and a fire station is located within a mile. Both the existing and proposed zoning districts allow residential uses, so there are no anticipated police or fire service impacts associated with this request.

Schools District comments/review.

Scottsdale Unified School District has been notified of this application and has responded that the District has adequate school facilities to accommodate any additional students generated by the proposed rezoning. (see Attachment #8A)

Community Involvement.

Surrounding property owners have been notified, the site has been posted, an

open house was held, and the applicant has met with surrounding residential and commercial neighbors regarding this project. Property owners to the north and west inquired about stormwater storage and shared access to the adjacent properties, and the property owner to the north has requested that no pedestrian access gate be provided to the north. There have also been general inquiries and interest in purchasing units. The applicant will continue to work with surrounding property owners, and details on stormwater storage and access design will be provided at the time of Development Review Board submittal. (See Citizen Involvement attachment #8).

Community Impact.

The proposed change from an office to a residential focus will be compatible with the surrounding commercial and residential uses and will also increase the residential opportunities in the area to help support the nearby commercial centers. Impacts to traffic, infrastructure, and other services will be negligible.

STAFF
RECOMMENDATION

Recommended Approach:

Staff recommends approval, subject to the attached stipulations.

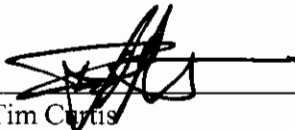
RESPONSIBLE
DEPT(S)

Planning and Development Services Department
Current Planning Services

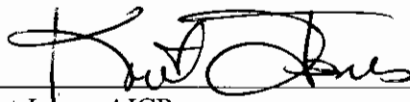
STAFF CONTACT(S)

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Project Coordination Manager
480-312-4210
E-mail: tcurtis@ScottsdaleAZ.gov

APPROVED BY



Tim Curtis
Report Author



Kurt Jones, AICP
Director, Current Planning

ATTACHMENTS

- 1A. Applicant's Narrative (GP)
- 1B. Applicant's Narrative (ZN)
- 2. Context Aerial
- 2A. Aerial Close-Up
- 3. Land Use Map
- 4. Zoning Map
- 5. Stipulations
- 6. Additional Information
- 7. Traffic Summary
- 8. Citizen Involvement
- 8A. School District Response
- 9. City Notification Map
- 10. Site Plan

Sandalo Townhomes
3-GP-2005 & 5-ZN-2005

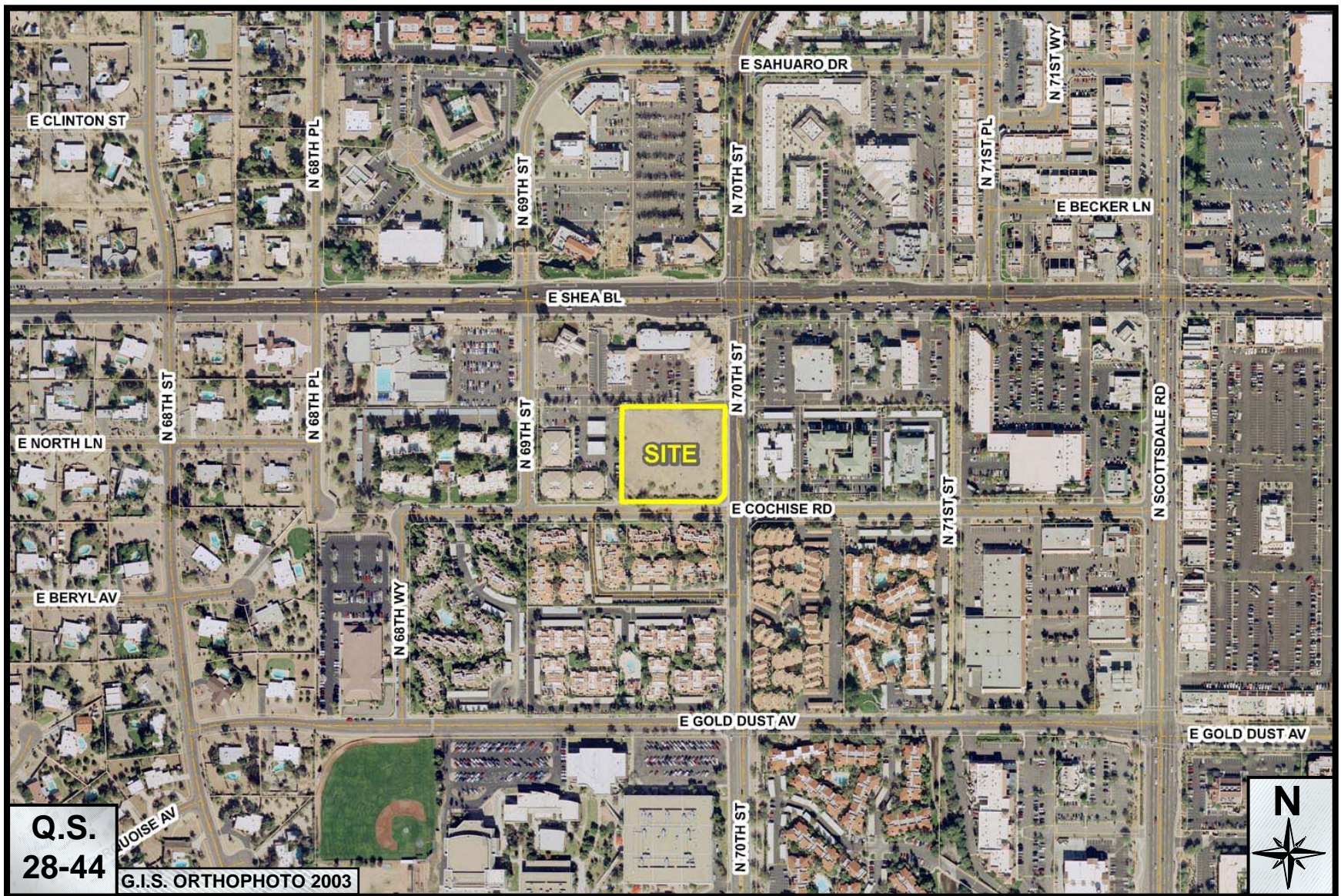
Attachment #1A – Applicant's Narrative (GP)

Please see the Applicant's Submittal on the
3-GP-2005 Case Fact Sheet

Sandalo Townhomes
3-GP-2005 & 5-ZN-2005

Attachment #1B – Applicant's Narrative (ZN)

Please see the Applicant's Submittal on the
5-ZN-2005 Case Fact Sheet



Sandalo Townhomes

3-GP-2005/5-ZN-2005

ATTACHMENT #2



Q.S.
28-44

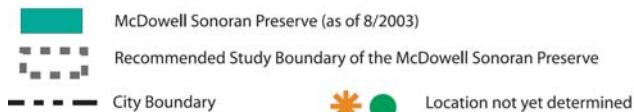
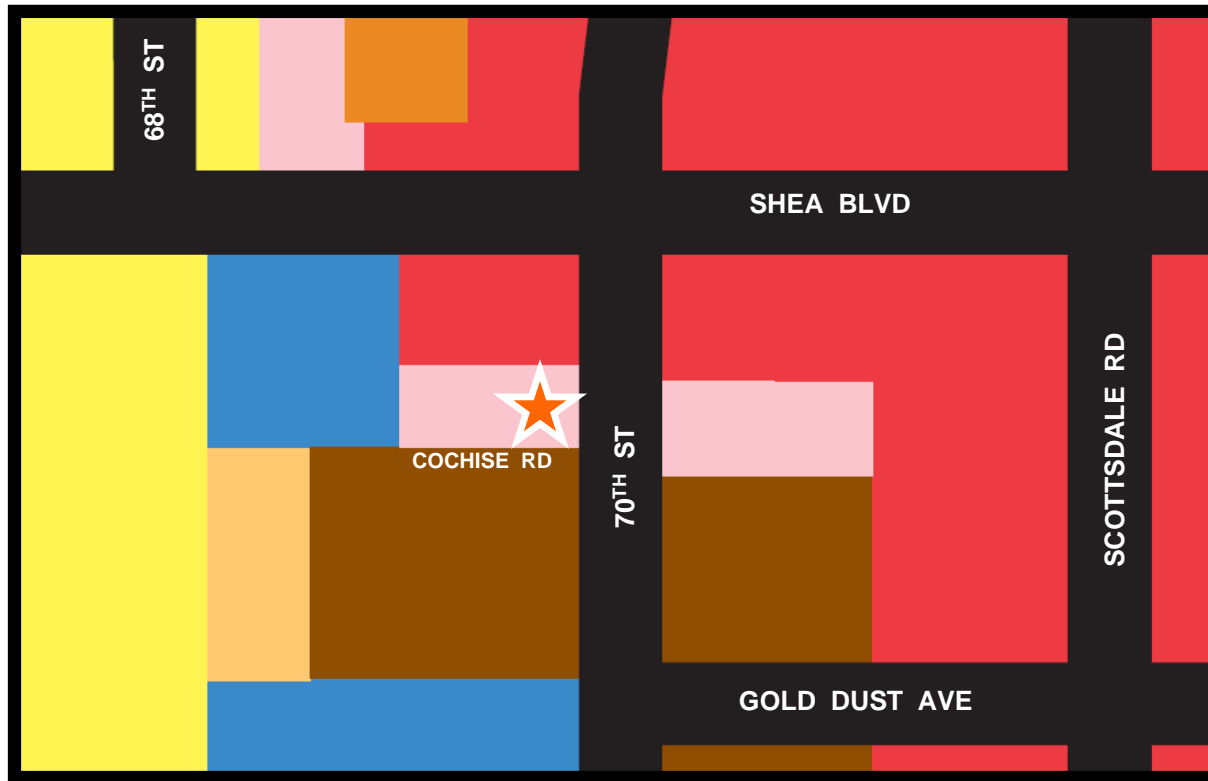
G.I.S. ORTHOPHOTO 2003

Sandalo Townhomes

3-GP-2005/5-ZN-2005

ATTACHMENT #2A

General Plan (Existing)



3-GP-2005/5-ZN-2005

ATTACHMENT #3

Adopted by City Council October 30, 2001
 Ratified by Scottsdale voters March 12, 2002
 revised to show McDowell Sonoran Preserve as of May 2004
 revised to reflect General Plan amendments through June 2004

Zoning Map



STIPULATIONS FOR CASES 3-GP-2005 AND 5-ZN-2005

PLANNING/ DEVELOPMENT

1. **STREET DEDICATION.** Before issuance of any certificate of occupancy for the site, the developer shall provide a thirty three (33) foot right-of-way dedication along the site frontage for the north half-street of Cochise Road (to replace any existing roadway easement).
2. **STREET CONSTRUCTION.** Before issuance of any certificate of occupancy for the site, the developer shall construct the half-street improvements to Cochise Road, in conformance with the Design Standards and Policies Manual.
3. **VEHICULAR ACCESS.** Vehicular access shall be limited to Cochise Road near the southwest corner of the site, and secondary exit-only access at the existing shared driveway north of the site. Developer shall provide and secure shared access easements as necessary to provide said shared access. A one-foot non-vehicular access easement (NVAE) shall be provided along 70th Street and Cochise Road, except at the approved access points.
4. **PEDESTRIAN ACCESS.** With the Development Review Board submittal, the developer shall submit a plan providing pedestrian access internal to the site separate from driveways, and providing pedestrian access to the public streets adjacent to the site.
5. **WATER AND WASTEWATER.** The developer shall provide all water and wastewater lines and related facilities necessary to serve the site, including any upsizing of facilities.

ADDITIONAL INFORMATION FOR CASES 3-GP-2005 AND 5-ZN-2005

PLANNING/DEVELOPMENT

1. **DEVELOPMENT REVIEW BOARD.** The City Council directs the Development Review Board's attention to:
 - a. pedestrian access internal to the site separate from driveways,
 - b. pedestrian access to the public streets adjacent to the site,
 - c. the type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent uses,
 - d. improvement plans for common open space, common buildings and/or walls, and amenities such as ramadas, landscape buffers on public and/or private property (back-of-curb to right-of-way or access easement line included),
 - e. landscaped setting around all buildings.
2. **NOTICE TO PROSPECTIVE BUYERS.** The developer shall give the following information in writing to all prospective buyers of units on the site:
 - a. The closest distance from the lot to the midpoint of the Scottsdale Airport runway.
 - b. The city shall not accept any common areas on the site for ownership or maintenance.

ENGINEERING

1. **RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE.** The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
2. **FEES.** The construction of water and sewer facilities necessary to serve the site shall not be in lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.
3. **STREET CONSTRUCTION STANDARDS.** The streets for the site shall be designed and constructed to the standards in the Design Standards and Policies Manual.
4. **CITY CONTROL OF ACCESS.** The city retains the right to modify or void access within city right-of-way. The city's responsibility to promote safe conditions for the traveling public takes precedence over the stipulations above.
5. **CONCEPTUAL DRAINAGE REPORT.** With the Development Review Board submittal, the developer shall submit a conceptual drainage report and plan subject to city staff approval. The conceptual report and plan shall conform to the Design Standards and Policies Manual - Drainage Report Preparation. In addition, the conceptual drainage report and plan shall:

- a. Identify all major wash corridors entering and exiting the site, and calculate the peak discharge (100-yr, 6-hr storm event) for a pre- versus post-development discharge comparison of ALL washes which exit the property.
 - b. Determine easement dimensions necessary to accommodate design discharges.
 - c. Demonstrate how the storm water storage requirement is satisfied, indicating the location, volume and drainage area of all storage.
 - d. Include flood zone information to establish the basis for determining finish floor elevations in conformance with the Scottsdale Revised Code.
 - e. Include a complete description of requirements relating to project phasing.
6. BASIS OF DESIGN REPORT (WATER). Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall conform to the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
 - a. Identify the location, size, condition and availability of existing water lines and water related facilities such as water valves, water services, fire hydrants, back-flow prevention structures, etc.
 - b. Identify the timing of and parties responsible for construction of all water facilities.
 - c. Include a complete description of requirements relating to project phasing.
7. BASIS OF DESIGN REPORT (SANITARY SEWER).). Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall be in conformance with the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
 - a. Identify the location of, the size, condition and availability of existing sanitary sewer lines and wastewater related facilities.
 - b. Identify the timing of and parties responsible for construction of all sanitary sewer facilities.
 - c. Include a complete description of requirements relating to project phasing.

TRAFFIC IMPACT ANALYSIS SUMMARY
Sandalo Townhome Project
5-ZN-2005/3-GP-200/119-PA-2005
NWC 70th Street & Cochise Road

Prepared by: Jennifer Bohac/Phillip Kercher, Traffic Engineering
Traffic Impact Study Prepared by Aaron Atkinson, United Civil Group

Existing Conditions:

The site is located on the northwest corner of 70th Street and Cochise Road. The property is currently undeveloped. The site is adjacent to an existing retail commercial development to the north, commercial office buildings to the west, 70th Street to the east, and Cochise Road to the south.

Cochise Road, which has an east-west alignment, is identified as a Neighborhood System street on the mobility element of the city's General Plan and is classified as a local commercial street. It has a three-lane cross section east of 70th Street and a two-lane cross section west of 70th Street (south half street only constructed). The posted speed limit on Cochise Road is 25-MPH. The average daily traffic volume on Cochise Road, west of 70th Street, as measured in May 2005 is 1,300 vehicles per day. Cochise Road terminates to the west just past 69th Street and it terminates to the east at Scottsdale Road.

70th Street, which has a north-south alignment in the vicinity of the site, is identified as a Neighborhood System street on the new mobility element of the city's General Plan and is classified as a Major Collector in the Scottsdale Streets Master Plan, October 2003. It is designed to the major collector cross section with two lanes in each direction and a landscaped median. The posted speed limit on 70th Street in the vicinity of Cochise Road is 25 mph northbound and 35 mph southbound. The average daily traffic volume on 70th Street as measured in May 2005, is 11,500 vehicles per day. A major collector cross section is designed to carry up to 35,000 vehicles per day. 70th Street curves east and becomes Mountain View Road approximately ½ mile south of Cochise Road.

Shea Boulevard, which has an east-west alignment, is identified as a Regional System street on the mobility element of the city's General Plan and is classified as a major arterial street on the city's Streets Master Plan. The posted speed limit on Shea Boulevard in the vicinity of 70th Street is 40-MPH. The average daily traffic volume on Shea Boulevard as measured in May 2005 is 41,500 vehicles per day. A major arterial cross section is designed to carry up to 55,000 vehicles per day. Shea Boulevard extends several miles beyond the Scottsdale city limits into Phoenix to the west and extends east through the Town of Fountain Hills to the Beeline Highway.

The intersection of Shea Boulevard and 70th Street is signalized. There are left turn lanes for all approaches, and a right turn lane for all approaches to the intersection except the northbound approach. There were 17 collisions at the intersection from May 2004 to May 2005. The collisions are predominately rear-end or left turn, which are typical at signalized intersections.

The intersection of Shea Boulevard & 69th Street is unsignalized. There were 5 collisions at this intersection, three of which were caused by failure to yield the right-of-way and improper left turns.

The intersection of Cochise Road & 70th Street is unsignalized. There were two collisions at this intersection, both caused by failure to yield the right-of-way and improper left turns.

Proposed Development:

The 2.19-acre site is currently zoned Service Residential (S-R). This zoning district allows low scale general office and/or medical office use and some residential use. The proposal is to change the zoning for the property to Multi-Family Residential (R-5). If approved, the applicant proposes to develop 52 townhouses in nine buildings on the site. Access to the site will be provided from Cochise Road and from 70th Street via Northern Driveway.

The Trip Generation Table below shows the total new trips that will be generated by the proposed development plan under the requested change in zoning. The table includes the trips that would be anticipated if the site were developed under the current zoning. The trip generation calculations are based on data contained in the Institute of Transportation Engineer's *Trip Generation*.

TRIP GENERATION COMPARISON TABLE

Land Use	Daily Total	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Current Zoning – S-R General Office – 28,622 s.f.	509	61	8	69	19	92	111
Current Zoning – S-R Medical Office – 28,622 s.f.	1,034	56	14	70	28	77	105
Proposed Zoning – R-5 Residential Townhouse – 52 Units.	368	5	26	31	23	12	35

The Trip Generation Comparison Table demonstrates that the proposed development would generate approximately 141 less trips per day than if the site were developed as general office land use under the existing zoning. The table also shows that the proposed development would generate approximately 665 less trips per day than if developed as medical office, which is allowed under the existing S-R zoning.

A traffic impact study was prepared by United Civil Group under the City's Traffic Impact and Mitigation Analysis (TIMA) Program, which examines the impacts from the proposed development in detail.

Future Conditions:

The traffic study evaluates the traffic conditions for the assumed build out year of the development, 2006, and for the 2010 horizon year. Level of service was calculated for the signalized intersection of Shea Boulevard/70th Street, and the unsignalized intersections of Shea Boulevard/69th Street, 70th Street/Cochise Road, 70th Street/Northern Driveway and the site driveways. Levels of service calculations were performed for the a.m. and p.m. peak hours. The table below compares the level of service for the intersections during the peak hours for the two analysis years.

LEVEL OF SERVICE SUMMARY TABLE

	2006 Background Traffic Only		2006 Total Traffic		2010 Background Traffic Only		2010 Total Traffic	
	AM	PM	AM	PM	AM	PM	AM	PM
Shea/70th St								
Eastbound Approach	B	B	B	B	B	B	B	B
Westbound Approach	C	B	C	B	C	B	C	B
Northbound Approach	B	C	B	C	B	C	B	C
Southbound Approach	B	B	B	B	B	B	B	B
<i>Total Intersection LOS =</i>	<i>B</i>	<i>B</i>	<i>B</i>	<i>B</i>	<i>B</i>	<i>B</i>	<i>C</i>	<i>B</i>
Shea/69th St								
Eastbound Approach	B	B	B	B	B	B	B	B
Westbound Approach	B	B	B	B	B	B	B	B
Northbound Approach	F	F	F	F	F	F	F	F
Southbound Approach	F	F	F	F	F	F	F	F
70th St/Cochise Rd								
Eastbound Approach	D	D	D	D	D	D	D	D
Westbound Approach	C	D	C	D	C	D	C	D
Northbound Approach	A	A	A	A	A	A	A	A
Southbound Approach	A	A	A	A	A	A	A	A
70th St/N. Dwy								
Eastbound Approach	B	A	B	B	B	B	B	B
Westbound Approach	A	B	A	B	A	B	A	B
Northbound Approach	A	A	A	A	A	A	A	A
Southbound Approach	A	A	A	A	A	A	A	A
Cochise Rd/Access A								
Eastbound Approach	-	-	A	A	-	-	A	A
Westbound Approach	-	-	A	A	-	-	A	A
Southbound Approach	-	-	A	A	-	-	A	A
N. Dwy/Access B								
Eastbound Approach	-	-	A	A	-	-	A	A
Westbound Approach	-	-	A	A	-	-	A	A
Northbound Approach	-	-	A	A	-	-	A	A

The signalized intersection of Shea Boulevard/70th Street operates at LOS B in all conditions. The unsignalized intersections operate at level of service D or better during

both peak hours for the 2006 and 2010 conditions, with the exception of the intersection of Shea Boulevard/69th Street. This intersection is projected to operate at LOS F during both peak hours in both 2006 and 2010. This intersection is operating at LOS F currently in existing conditions due to high delay for vehicles turning from the minor street.

Summary:

Approval of this rezoning from Service Residential (S-R) to Multi-family residential (R-5) to allow the development of 52 town homes will result in an estimated 368 daily trips. This represents decrease of 141 daily trips if the site were developed as general office under the existing zoning, and a decrease of 665 daily trips if the site were developed as medical office under the existing zoning. Traffic conditions were analyzed for horizon years of 2006 and 2010. The site driveways will operate at Level of Service A during the a.m. and p.m. peak hours. The intersection of Shea Boulevard & 70th Street will operate at level of service C or better during the 2006 and 2010 conditions with and without the addition of the site-generated traffic.

Staff Comments/Concerns:

- Queuing analysis should be performed for eastbound traffic out of Northern Driveway. There is only 80' between 70th St and Access B on Northern Driveway.
- The site entrances need to be designed to work as shared driveways with the adjacent developments. The preliminary designs do not work very well and need to be refined as the site plan proceeds through the Development Review Board approval process if the rezoning is approved.
- The developer will need to complete the Cochise Road half street.
- A southbound right-turn deceleration lane should be considered on 70th Street at Northern Driveway. The site-generated trips will add 40% to the existing right-turn volumes at this location. Calculations should be performed to determine the storage length for the southbound right-turn deceleration lane at Northern Driveway.
- The traffic study recommends an eastbound right-turn deceleration lane on Shea Boulevard at the intersection with 69th Street and a right-turn deceleration lane on 70th Street at the intersection with Shea Boulevard. These should be constructed by the city as a future RCI (Roadway Capacity Improvement) Project. The development traffic does not warrant the construction with this project.



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May 13, 2005

Mr. Todd Bowden
Vice President, Land Acquisition
Monterey Homes
14636 North Scottsdale Road, Suite 175
Scottsdale, Arizona

Fax (480) 998-9162

RE: 70th Street and Cochise Road – Trip Generation Letter

Dear Mr. Bowden:

This letter presents a comparison of trip generation for two proposed uses for the site located on the northwest corner of 70th Street and Cochise Road. The site is currently undeveloped land in the City of Scottsdale. The new proposed use of the site is for 49 townhomes units. The other proposed land use is for a one-story office building as allowed under existing zoning.

TRIP GENERATION

Vehicle trips are estimated for a total average weekday and for AM and PM peak hours. *Trip Generation, Seventh Edition*, published by the Institute of Transportation Engineers (ITE) in 2003, is the source for the trip rates used in this study. This is the generally accepted reference for trip generation.

The *ITE Trip Generation* equations were used versus the average trip rates in order to determine the number of trips generated. Table 1 presents the resulting trip generation for the property as an office building land use and as residential townhomes. The proposed office building is expected to be a single storied building. Table 1 also presents the resulting trip generation for the site as a residential development with 49 townhomes units. Table 1 shows the difference between the trips.

A few terms from Table 1 are explained below.

LUC is the Institute of Transportation Engineers (ITE) Land Use Code. It refers to the section of the ITE manual from which the trip rates were obtained.

Units specify the type of land used for generating trips. (DU is dwelling unit)

Amount is the size of building area or number of occupied dwelling units.

Rates present the number of daily, AM peak hour and PM peak hour vehicle trips to and from the subject land use per unit.

Percent Inbound is the percentage of AM and PM vehicle trips arriving inbound at the land use. The remaining percent of trips are leaving outbound. For instance, 25 percent of AM peak hour trips are arriving at a residential site, and the remaining 75 percent are leaving home in the AM. For daily trips, it is assumed that 50 percent are inbound trips and 50 percent are outbound trips.

Trips are the calculated number of trips. They are calculated as the amount times the rate times the percent inbound or outbound.

Table 1
Trip Generation Comparison
70th Street and Cochise Road as Office Building vs Townhouse Units

	Office	Townhomes	Difference (Reduction)	Reduction (%)
LUC	710	230		
Units	TGSF	DUs		
Amount	28.5	49		
Trip Rates:				
Daily	17.81	7.24		
AM Peak Hour	2.41	0.61		
PM Peak Hour	3.9	0.69		
% Inbound:				
AM Peak Hour	88%	17%		
PM Peak Hour	17%	67%		
Trips:				
Weekday	508	350	158	31%
AM Peak Hour Inbound	60	5	55	
AM Peak Hour Outbound	8	24	-16	
Total AM Peak Hour	68	29	39	57%
PM Peak Hour Inbound	19	22	-3	
PM Peak Hour Outbound	92	11	81	
Total PM Peak Hour	111	33	78	70%

Mr. Todd Bowden
May 13, 2005
Page 3

As can be seen from the trip generation table, the proposed residential townhouse units generate considerably less traffic during both peak hours and for the total day compared to the office building. The site will generate 158 less trips per weekday, 39 less trips during the morning peak hour, and 80 less trips during the evening peak hour with townhouse units as opposed to an office building.

The proposed land use is a 31% reduction of daily trips from the alternate land use, a 57% reduction of AM peak hour trips, and a 70% reduction of PM peak hour trips.

The total number of peak hour trips with the proposed residential land use is 33 trips in the evening peak hour. This is considerably below the level that would generate an increase in congestion levels on nearby streets.

I hope this addresses the traffic issues relating to this development. If you have any questions, or if I can be of further assistance, please let me know.

Sincerely,



Ken Howell, P. E., P.T.O.E.
Traffic Engineer



Sandalo Townhomes

3-GP-2005 & 5-ZN-2005

Attachment #8 Citizen Involvement

The above attachment is on file at the City of
Scottsdale Current Planning office,
7447 E Indian School Road, Suite 105.



City of Scottsdale
Current Planning Services

SCHOOL DISTRICT
Determination of Adequate Facilities

City of Scottsdale Project Number: 60-PA-2005

Area in gray to be completed by Applicant.

Project Name: EARLIE HOMES

Project Location: NEL CACTUS + 90th Street

Applicant Name: BERRY DAMORE / JOE GORDON Phone: _____

Applicant E-mail: jd@berrydamore.com Fax: _____

School District: Side Unified #48

I, Williams M. Johnson, hereby certify that the following determination has been made in regards to the above referenced project:

- ☒ The school district has adequate school facilities to accommodate the projected number of additional students generated by the proposed rezoning within the school district's attendance area; or
- ☐ The school district will have adequate school facilities via a planned capital improvement to be constructed within one (1) year of the date of notification of the district and located within the school district's attendance area; or
- ☐ The school district has determined an existing or proposed charter school as contracted by the district can provide adequate school facilities for the projected increase in students; or
- ☐ The applicant and the school district have entered into an agreement to provide, or help to provide, adequate school facilities within the school district's attendance area in a timely manner (a copy of said agreement is attached hereto); or
- ☐ The school district does not have adequate school facilities to accommodate projected growth attributable to the rezoning.

Attached are the following documents supporting the above certification:

- ☐ Maps of attendance areas for elementary, middle and high schools for this location
- ☐ Calculations of the number of students that would be generated by the additional homes.
- ☐ School capacity and attendance trends for the past three years.

Or

I, _____, hereby request a thirty (30) day extension of the original discussion and response time.

Williams M. Johnson
Superintendent or Designee

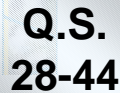
6-1-05
Date

Planning and Development Services

7447 E Indian School Road, Suite 105
Scottsdale, AZ 85251
Phone: 480-312-7000 • Fax: 480-312-7088

ATTACHMENT #8A

Sandalo Townhomes



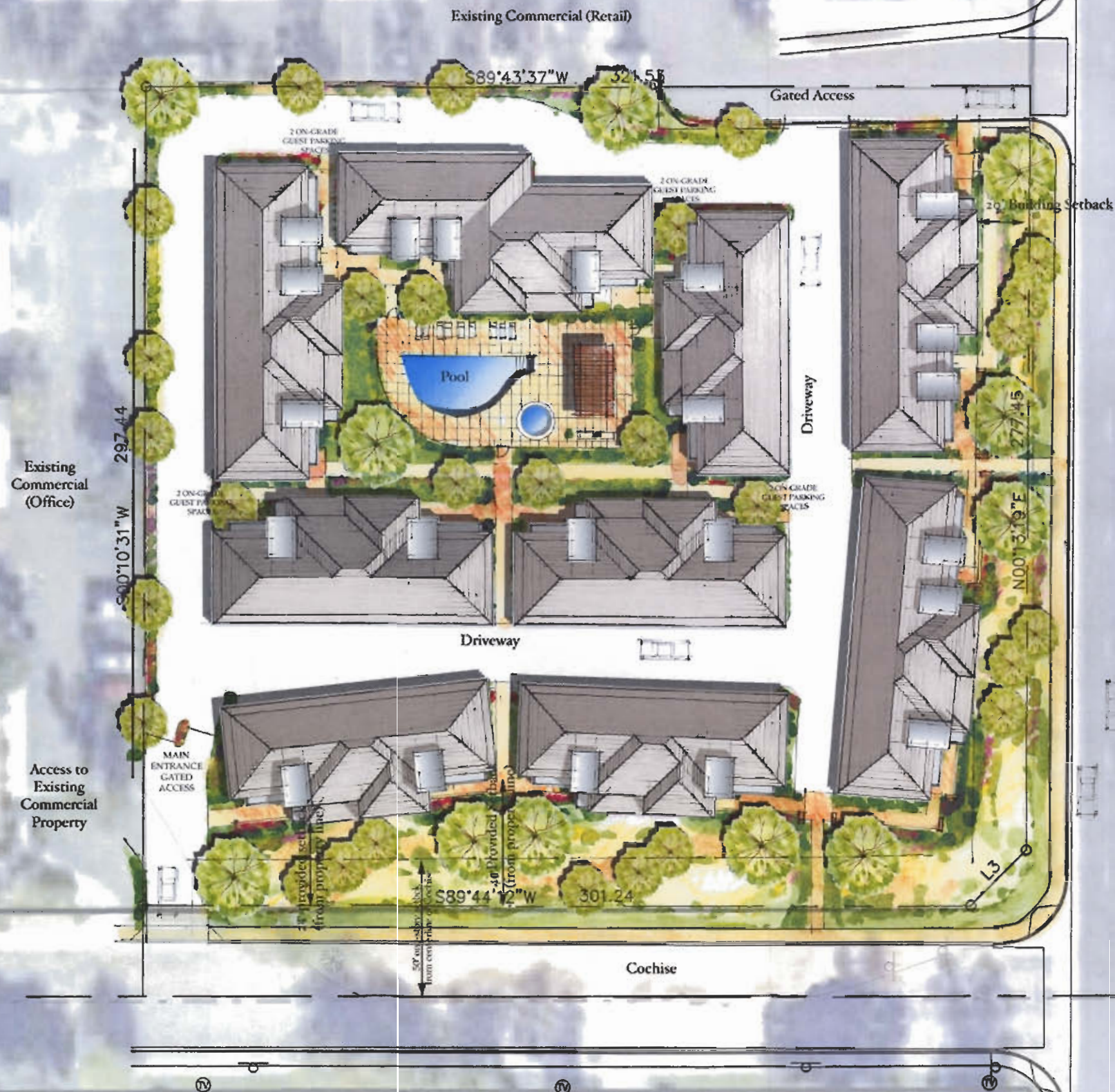
Labels pulled 3/28/05



Properties within 750-feet

- Interested Parties
- Montelena Villas Homeowners Association Inc
- Saddletree Estates

3-GP-2005 & 5-ZN-2005



PROJECT INFORMATION

EXISTING ZONING: BR
PROPOSED ZONING: R-5

NET SITE AREA: 2.19 ACRES (95,405 SF)
GROSS SITE AREA: 2.78 ACRES (121,081 SF)

ALLOWABLE NO. OF UNITS =
2.78 ACS X 23 UNITS = 64 UNITS
PROPOSED UNITS =
52 UNITS (19 DU/A)

PROPOSED DWELLING UNITS:
1 BEDROOM UNITS: 10 UNITS
2 BEDROOM UNITS: 32 UNITS
3 BEDROOM UNITS: 10 UNITS
TOTAL UNITS: 52 UNITS

OPEN SPACE:
REQUIRED OPEN SPACE: 28% OF NET SITE = 26,714 SF
TOTAL OPEN SPACE PROVIDED = 30,500 SF

FRONT YARD OPEN SPACE REQUIRED (1/2 OF REQ. CS) = 13,357 SF
FRONT YARD OPEN SPACE PROVIDED = 14,315 SF

MAXIMUM BUILDING HEIGHT ALLOWED = 36 FEET
MAXIMUM ALLOWABLE NUMBER OF STORIES = 3 STORIES

REQUIRED PARKING:
1 BEDROOM UNITS X 1.3 SPACES / UNIT = 10 UNITS X 1.3 = 13 SPACES
2 BEDROOM UNITS X 1.7 SPACES / UNIT = 32 UNITS X 1.7 = 55 SPACES
3 BEDROOM UNITS X 1.8 SPACES / UNIT = 10 UNITS X 1.8 = 19 SPACES
TOTAL REQUIRED PARKING SPACES = 87 SPACES

PROVIDED SPACES:
97 SPACES IN PRIVATE GARAGES
8 ON-GRADE GUEST PARKING SPACES

Existing
Commercial
(Office)

SITE PLAN



SANDALO TOWNHOMES
AT COCHISE AND 70TH STREET
PREPARED FOR MONTEREY HOMES
CASE #119-PA-2005